

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Oranienburg Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 4 August 1955

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 3 - sketches on ditto

REMARKS

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Oranienburg airfield between 26 May and 16 June 1955:

25X1

26 May. Between 2300 and 0045, there was air activity by IL-28s with set position lights, which flew at altitudes between 1,000 and 1,500 meters. A rotary searchlight irregularly rotated south of the field. 25X1

27 May. Between 0630 and 1200, several IL-28s individually flew at altitudes between 400 and 800 meters. The aircraft had their landing gears extended. Between 1300 and 1800, formations of 3 IL-28s repeatedly were observed aloft at an altitude of about 1,200 meters. The interval and distance between the individual aircraft was $1\frac{1}{2}$ wing span and $1\frac{1}{2}$ aircraft length. 25X1

30 and 31 May. From 0600 May to 0200 on 31 May, there was individual flying by IL-28s as on 27 May. At about 0900 on 31 May, the following aircraft were observed at the field: 26 IL-28s on the runway which extends from the hangar to the southwest, 2 IL-28s and 1 Li-2 near the hangar, and 6 IL-28s on the southeastern side of the NW-SE runway.

On 31 May, a local resident stated that in early April, when the field was occupied by 60 to 65 IL-28s, an additional 3 Li-2s and 10 Po-2s were stationed there. After a few days, some of the IL-28s allegedly transferred to another airfield in the vicinity. (F-3) 25X1

1 June. Between 0730 and 1200, individual flying was practiced by IL-28s which flew at altitudes between 2,500 and 3,000 meters. There was 5/10 to 8/10 overcast at an altitude of 1,000 meters.

2 June. Between 2300 and 2400, night flying was practiced by 3 to 4 Po-2s which took off and landed at the lighted runway. A rotary searchlight flashed up 1 to 2 km south of the field at irregular intervals.

3 June. From 0800 to 1400 and from 1730 to 1830, individual flights were made by IL-28s.

13 to 18 June. During the morning and afternoon, individual IL-28s were aloft. On 16 June, a double and heavy field cable was laid underground in

FLASH (21) 25X1

25X1

- 2 -

in N-S direction about 500 meters south of the Borgsdorf-Velten road. The two ends of the cable could not be determined.

2. At about 2000 on 19 June, troops wearing red-bordered black epaulets, 37-mm AA guns, motor vehicles and billeting equipment were being detrained. About 7 x 37-mm AA guns towed by trucks moved toward the former Sachsenhausen concentration camp.

25X1

3. Between 1000 and 1130 on 5 June, the following IL-28s were observed on Oranienburg airfield:
31 on the eastern side of the taxiway leading from the hangar to the main runway, 3 on the southwestern side of the NW-SE runway, 8 on the southeastern side of the latter runway, and 4 on the eastern side. Additional aircraft were possibly parked in the northern section of the field which could not be observed. No air activity was conducted on this day.²

25X1

4. Air activity and aircraft observed on 5 and 6 June:
5 June. Between 0900 and 1130, the following IL-28s were parked at the field: about 4 on the southeastern side of the NW-SE runway east of the railroad line, 8 to 10 along the western side, 3 or 4 on the same runway north of the E-W runway, and 20 to 25 on the taxiway which extends from the hangar to the northern end of the main runway. No air activity was conducted.
6 June. Between 1400 and 1500, maintenance work was being done on 3 IL-28s parked west of the hangar.
Twenty canvas-covered IL-28s were parked on the runway which extends from the hangar to the southwest and about an additional 20 IL-28s were seen on the eastern section of the E-W runway. About 20 railroad tank cars were observed on the spur track.²

25X1

25X1

5. The following air activity and aircraft were observed between 20 May and 3 June:

25X1

20 May. Between 1930 and 2200, there was air activity by IL-28s which took off from south to north at intervals of 6 to 10 minutes. When 4 to 6 aircraft had taken off, there was an interval of 30 minutes before the next take-offs were made. The aircraft, all of which had set position lights, landed individually. The rotary searchlight in the northwestern corner of the field flashed up 2 to 3 minutes and then switched off.
Probably was a mobile set which moved to various
of aircraft engines was still heard at
morning.

26 May. Between 0700 and 1400, individual IL-28s practiced flying in the vicinity of the field. There was no air activity between 1500 and 2100. Night flying started at 2100 and continued until about 0500 on the following morning. About 4 IL-28s were simultaneously aloft.

27 May. At about 2100, night flying was again started and continued until the following morning. Up to 12 IL-28s were simultaneously aloft.

1 June. Between 0730 and 1300, IL-28s practiced flying in formations of two and three, with up to 8 aircraft being aloft at the same time.

2 June. Between 0710 and 1230, flying in formations of two and three was observed. The aircraft took off individually. There was night flying from 2030 until about 2400.

3 June. At about 1200, the following aircraft were observed on the field: 14 IL-28s in three groups of 7, 3, and 4 west of the canal along the western edge of the new taxiway, in the southern third of the field, 11 IL-28s north of the E-W runway, 2 groups of 11 and 8 IL-28s along the southern edge of the taxiway which extends from the hangar to the northern end of the main runway. A total of 44 IL-28s and 6 Po-2s were seen.²

6. On 3 June, a closed radio truck was parked 300 meters north of Velten Bridge behind the fence and camouflaged by bushes. Two unidentified sets were seen for the first time about 5 meters from the radio truck. One set had horizontal antenna grids and the other one had vertical antenna grids

25X1

25X1

SECRET

- 3 -

from which it was inferred that the 2 sets possibly were of type Knifertest or RUS II and Fishnet respectively.⁵

7. The number of sentries at the airfield has been increased since 1 June. 2 or three sentries armed with rifles or submachine guns were observed inside and outside of the fence around the field. Some of their positions were well camouflaged. Sentries were permanently posted as follows:

In the bushes along Momrgraben (ditch) west of Antonienhof.

In the bushes south of the extension of the main runway.

In a sentry box within the fence in the extension of the road which extended from Schlangenberg to the northeast.

At a canal at Velten Bridge.

Patrols were seen along the canal and near Baerenklauer Bridge. Motor vehicles seen entering and leaving the airfield [redacted]

25X1

8. The following air activity and aircraft were observed at the field between 2 and 24 June:

25X1

2 June. Between 0700 and 1235, 43 take-offs were made by IL-28s which flew without auxiliary fuel tanks. One UIL-28 [redacted] and one IL-28 with the red number 11 were observed. During the air activity by IL-28s, take-offs and landings were repeatedly made by single-engine high-wing monoplanes and Po-2s. After 1350, the IL-28s were towed by trucks to their dispersal areas. The nose and tail compartments were covered with tarpaulins. At 1600, 26 IL-28s were parked on both sides of the runway which extends from the hangar to the southwest. Three IL-28s were parked north of the hangar, 12 were parked on both sides of the NW-SE runway, and 1 IL-28 was presumably south of the former Wilhelminenhof.

25X1

13 June. At about 1800, 37 IL-28s were observed on the field.

17 June. Between 0700 and 1030, 20 take-offs were made by IL-28s with auxiliary fuel tanks. There was a 8/10 overcast at an altitude of 1,000 meters and visibility of 8 to 10 km. Air activity involved one UIL-28 [redacted]

25X1

After the landing, some aircraft taxied back to the southern end of the runway, while most of the aircraft stopped on the middle of the NW-SE runway where they were refueled by some tank trucks.

25X1

18 June. At about 1400, 9 IL-28s were parked on both sides of the northern taxiway and 3 IL-28s just north of the hangar. The aircraft parked along the NW-SE runway could not be counted since they were arranged without any pattern. Their number was estimated at at least 20. The noses, engines, and rear turrets of all aircraft were covered with tarpaulins.

21 June. Between 1600 and 1730, 10 IL-28s took off from the main runway. One Li-2 took off at 1634 and 1 single-engine high-wing monoplane at 1710.

23, 24, 25 and 17 June. Individual flights were made by IL-28s and Po-2s.

At about 1800 on 24 June, 9 IL-28s and 2 Li-2s were parked on both sides of the northern taxiway, 2 IL-28s were seen just north of the hangar, about 17 IL-28s on the middle section of the NW-SE runway and about 5 IL-28s farther south.⁶

9. On 19 June, the ground radio installation was still located about 400 meters southeast of the hangar west of Oranienburg Canal. Six soldiers wearing red-bordered black epaulets and 1 officer were seen near the installation. One of the soldiers wore signal insignia. Seven tents, each 3 meters square, with pointed roofs, had been rigged both on the eastern and the western sides of the airfield. No soldiers were seen near the tents.⁵

10. At about 0845 on 19 June, a march column of about 40 air force soldiers who were quite exhausted came from the direction of the airfield, crossed the Canal Bridge and dragged toward Weisse Stadt. All of the soldiers were armed with carbines and carried field bags and a bag of fabric, 40 x 40 x 8 cm, that was suspended from the shoulder on a 6-cm-wide strip of fabric. The column was preceded by 1 air-force senior lieutenant and 3 officers wearing black-bordered rose epaulets, and the rear was brought up by 1 air-force lieutenant. The 5 officers were unarmed but each of them carried also a bag of fabric. The senior lieutenant repeatedly looked back over his shoulder in his hand and continuously incited the soldiers to march. Behind the march column were 15 individual air-force soldiers who dragged their way to Weisse Stadt. An ambulance with an air-force driver parked at the

25X1

25X1

- 4 -

railroad bridge over Thaelmann Strasse. When the last soldiers of the march column had passed by, the vehicle started to move in the direction of Weisse Stadt.

11. On 11 June, Weisse Stadt was occupied by 600 to 800 men. The soldiers who frequented the installation wore blue epaulets with air-force insignia. Trucks [redacted] with civilian drivers passed through the eastern gate on Thaelmann Strasse.

25X1

12.

25X1

13. The following air activity was observed between 30 May and 2 June:
30 May. Between 0700 and 1700, there was air activity by IL-28s and UIL-28s in the Oranienburg area. Formations of up to 4 aircraft were occasionally observed.
1 June. Between 2230 and 0200, night flying was practiced mostly by individual aircraft at altitudes between 600 and 700 meters. There was a starry night.
2 June. Between 1630 and 1900, individual IL-18s and UIL-28s crossed over Hennigsdorf at altitudes between 500 and 600 meters.

25X1

14. The following air activity and aircraft were observed on 2, 3 and 5 June:
2 June. Between 0900 and 1000, a total of 41 IL-28s and 2 Li-2s were parked on the field. Between 2100 and 2245, 2 or 3 Po-2s made night flights. The runway was lighted. During the landings, the landing lights on aircraft were switched on. A searchlight located just south of Weimenhof rotated very slowly and at irregular intervals.
3 June. Between 0800 and 1300, individual flights were made by IL-28s. Approximately the same number of aircraft were parked at the field as on 2 June. Of the 13 IL-28s parked in the northern section of the field [redacted]

25X1

While an IL-28 took off, [redacted] were observed [redacted]

5 June. At 1100 and 1800, a total of 39 IL-28s and 1 Li-2 were observed at the field. The aircraft were arranged as on 2 June.⁷

15. From the observed motor vehicles carrying personnel it was inferred that the air-force personnel employed at Oranienburg airfield were quartered in Weisse Stadt. At about 0800 on June 5, 200 to 300 soldiers carrying bathing suits went individually and in small groups from Weisse Stadt to Oranienburg Canal.

1. Comment. For sketch of aircraft parked at Oranienburg airfield on 31 May 1955, see Annex 1.

25X1

S-E-C-R-E-T

25X1

25X1

25X1

- 5 -

2. Comment. The IL-28s stationed at the field are apparently divided in two groups. The 28 to 30 IL-28s parked in the northern section of the field probably belong to the bomber regiment, while the 12 to 14 IL-28s parked in the southern section probably form a second unit, possibly a reconnaissance unit or special bomber unit.

25X1

25X1

3. Comment. In early April 1955, 50 to 60 aircraft at Oranienburg airfield. Some of the aircraft that later transferred to Gross Doeln probably came from Oranienburg.

4. Comment. On 28 May 1955, a rail shipment with an AA unit was observed moving from Stendal-Borstel to Oranienburg. It is assumed that the train observed on 19 June also carried an AA unit for Oranienburg airfield. The AA units are probably quartered in a section of the former Sachsenhausen concentration camp.

25X1

5. Comment. The unidentified sets have previously been mentioned

25X1

6. Comment. It is unknown if the reduction in the aircraft strength is only temporary or permanent.

7. Comment. For aircraft parked at the field on June 2, 1955, see Annex 3.

25X1

25X1

SECRET

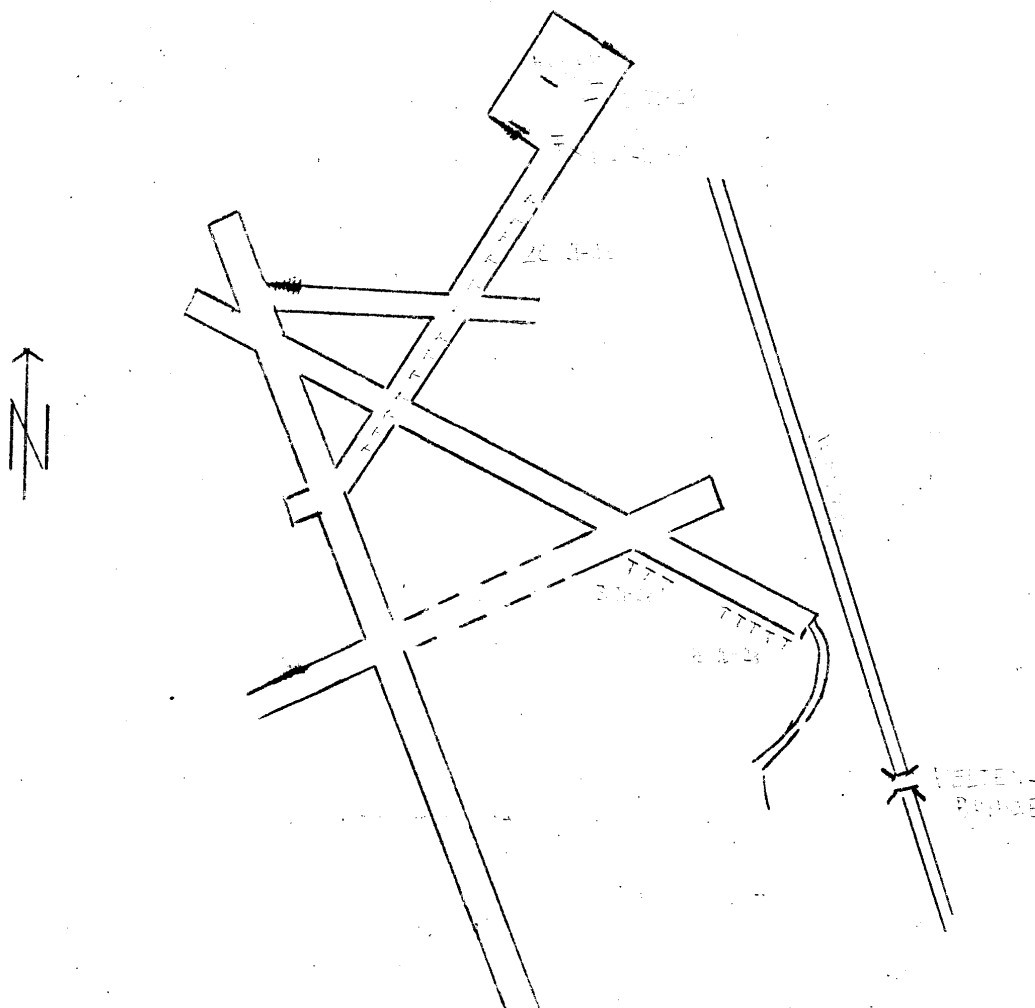
25X1

Annex 1

25X1

25X1

Aircraft Parked at Oranienburg Airfield on 31 May 1955



25X1

25X1

~~S-E-C-R-E-T~~

25X1

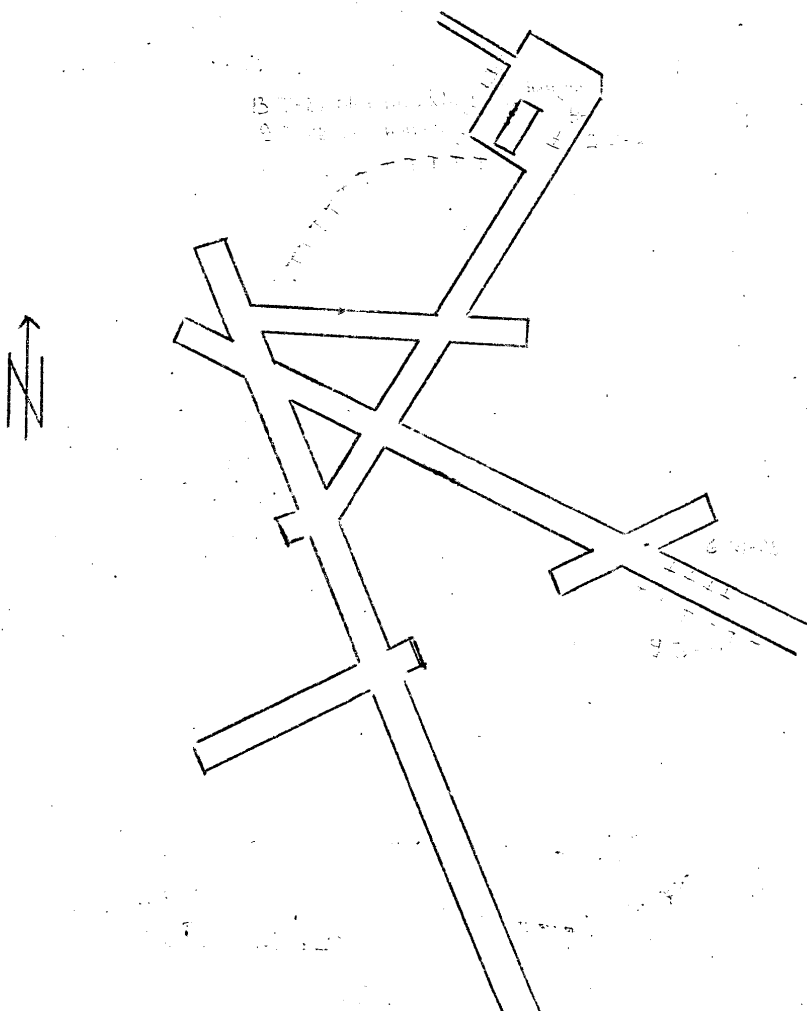
Page Denied

ANNEX 3

25X1

Arrangement of Aircraft Observed at Oranienburg Airfield
on 2 June 1955

25X1



S-E-C-R-E-T

25X1
25X1